

RECEIVED
JUL 09 2003
GROUP 1700**IN THE SPECIFICATION:**

On page 1, replace lines 5 and 24 with the following:

D1
Lean mixture engine ($\lambda > 1$, excessive oxygen content) was initially used in all heavy vehicles (trucks, locomotive engines, ships) and power plants since it allows for the production of the motive power with a clearly higher efficiency than e.g. the gasoline motor that has been the best solution in small power demanding engines. Limited fossil fuel supplies, CO₂ emission objectives and rising fuel prices have also directed the development of engines by manufacturers. Recently, diesel and gasoline engine types based on direct fuel injection were introduced on the market. These engine types are competitive with respect to their efficiencies and driving qualities compared to conventional gasoline driven cars using stoichiometric or rich ($\lambda \leq 1$, stoichiometric or deficient oxygen content) fuel combustion conditions. Traditionally, particle emissions of diesel engines are higher than those of gasoline driven cars. However, very low raw emissions are already attained in modern diesel-engined cars using engine technology. Raw emissions of novel diesel engines (~~TDI, HDI~~) have clearly lower hydrocarbon (HC), carbon monoxide (CO), and NO_x contents than those of gasoline driven cars. Allowable emission limits are lowered according to an already existing schedule, reducing the amounts of particles and NO_x to half from the present level before the year 2005: particle limit being 0.025 g/km and NO_x limit being 0.25 g/km. For passenger cars, driving cycles attach greater importance to city driving, and for trucks, to highway driving according to the typical use of these vehicles. For buses, more driving cycles simulating city driving are also used.

Attorney's Docket No. 003277-025

Application No. 09/897,453

Page 3

On page 6, between lines 26 and 27 insert the following:

BRIEF DESCRIPTION OF THE DRAWINGS